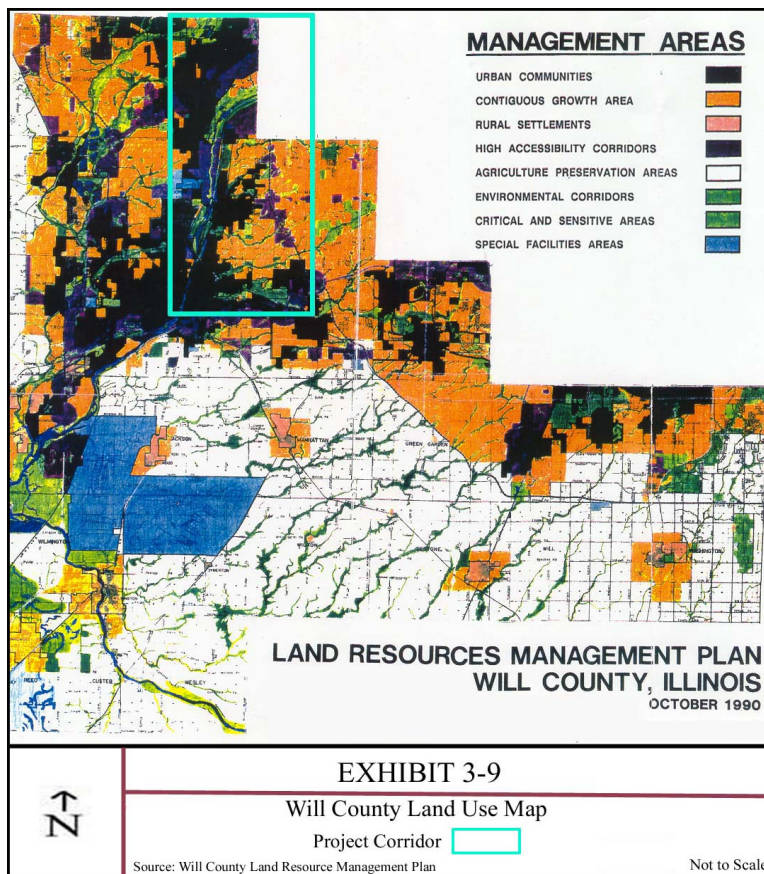


road/Freeway Alternative would promote safety by removing longer distance regional traffic from local arterials. The Lemont Bypass and Enhanced Arterial Alternatives would increase traffic on local arterials. The impact of the Alternatives on safety is addressed in Section 3.4.4.

At the County level, one of the principal goals of the Will County land use plan is to encourage compact contiguous growth that will result in urbanized development within the northern half of the County as a means to protect the rural character of the county's southern half. To this end, the Will County land use plan designates the southern



portion of the county for agriculture preservation, and the northern portion of the county, including the Project Corridor for urban development (Exhibit 3-9). Approximately 75 percent of the Project Corridor is designated for urban development in the following classes: urban communities, contiguous growth area and high accessibility corridors. These development classes designate 65 to 80 percent of the land area for residential and commercial land use. Being the highest level facility which maximizes access to the Project Corridor, the Tollroad/Freeway Alternative will most effectively aid the county in focusing development in the northwestern portion of the county, the area where the majority of urban development currently exists within the county. The Tollroad/Freeway Alternative will also aid the county in encouraging a denser development pattern within the corridor by acting to draw-in and concentrate development occurring adjacent to interchanges and along the facility (ACG, 2000). The Lemont Bypass and Enhanced Arterial Alternatives would promote focused development within the Project Corridor, but to a lesser degree due to their lack of access control.

At the regional level, two agencies are charged with coordinating regional development. The Northeastern Illinois Planning Commission (NIPC) is responsible for coordinating growth within the six county Northeastern Illinois Region. The Chicago Area Transportation Study (CATS) is responsible for planning regional transportation facilities and services.

In terms of growth and physical development, NIPC forecasts the highest growth rates for the region to occur within Will County. NIPC acknowledges that market forces including land availability, cost and perceived quality of life issues, greatly impact growth. For this